

FORM NO. 51-61
MAY 1949

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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

COUNTRY USSR (Black Sea)

DATE DISTR. 14 September 1950

SUBJECT Ports of Odessa, Nikolayev, and Novorossiisk

NO. OF PAGES 1

PLACE ACQUIRED

DATE OF INFORMATION ACQUIRED

NO. OF ENCLS. 3
(LISTED BELOW)

SUPPLEMENT TO REPORT NO. 50X1-HUM

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Soviet Black Sea ports

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2. Naval Vessels

[redacted] the mine-field outside of Odessa had been removed. [redacted] three mine-sweepers were [redacted] sweeping the area. These were towing cables which led [redacted] to believe that they were sweeping for magnetic mines. They were followed by a fourth vessel.

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[redacted] four submarines were observed leaving the harbor every morning, returning the same evening. After a careful study of the "Swedish Naval Calendar" of 1949, [redacted] identified these as the M 89 type.

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3. Nikolaev, 7-14 April 1950

[redacted]
[redacted] The old grain elevator is no longer in use.

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Between the two grain elevators was located the pilot station, and nearby were the offices of the INFLOT agency, and EXPORTKLEB.

The main dock is that one in front of the old grain elevator. It is constructed of earth and concrete. Its average height above the water was seven feet. Along this dock was [redacted] one Russian "Liberty" ship unloading, in addition to 2 or 3 smaller vessels. East of this dock, for a distance of a few hundred yards, was an area where no docks have been constructed (6, 7 and 8, Attachment 1).

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[redacted] The height of this dock was approximately 7 feet. During the war this dock must have suffered bomb damage as its eastern section had collapsed. A [redacted] vessel, of the "Liberty" type, was docked nearby. Further east was another section of the harbor where no docks have been constructed. Here were several piles of scrap iron which resembled the remains of old derricks (9.19 Attachment 1).

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4. Harbor Installations in Nikolaev

The main dock was equipped with five electric cranes on rails. Three of these were of the swivelling type and had an estimated capacity of 4 tons. The other two appeared to be of heavier construction, and were equipped with coal buckets. There were a series of railroad tracks on the dock. Near the new grain elevator was a set of tracks leading to the elevator, and behind this appeared a second set of tracks; both of these, instead of being set into the concrete of the dock, were simply laid on the dock.

The new grain elevator, which suffered only slight damage during the war, was constructed in 1930. It drops grain straight into the holds where trimming is performed by hand.

The main dock ^{was} equipped with electric installations but had no facilities for providing water.

A number of cranes were observed in that section of the docks shown as "Pantent Slipper" (Attachment 1).

No floating cranes or dry-docks were observed anywhere in the harbor.

5. Harbor Vessels

Numerous oil barges were observed in the harbor. Most of these were constructed of steel and must have displaced about 1500 tons. Eight of these were tied up at a point one nautical mile from the shore. From time to time these were shifted from one point to another. Oil barges were also tied up at the oil dock and Kobotazhni breakwater. Two large tugs, of approximately 500 tons, were used for most of the towing of the barges.

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6. Naval Vessels

Two small naval vessels about 50 feet in length, possibly tugs, were observed in the harbor. These were used to guard foreign vessels at anchor outside the harbor.

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7. Security Control

Security precautions were as strict and thorough as found in most Soviet ports. [REDACTED]

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The whole harbor area was heavily patrolled and guarded.

8. River Bug

At the northern end of Kinburn Spit was observed the wreck of a vessel of approximately 3000 tons. A light had been mounted on the wreck.

[REDACTED] the maximum draft allowed for vessels in the River Bug was 24 feet. [REDACTED]

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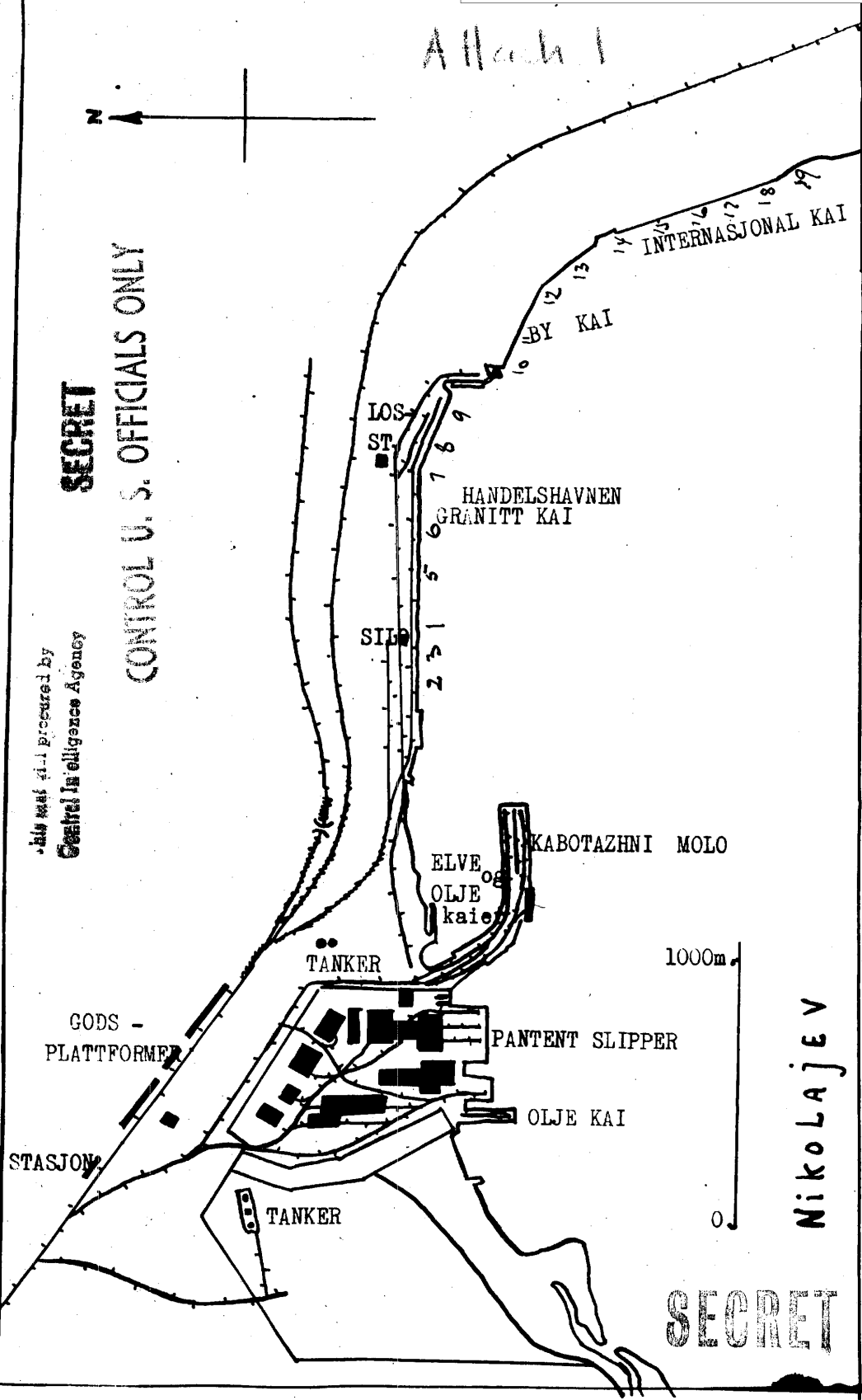
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Attach 1

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Map was prepared by
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2. Nikolaev

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The entire harbor area was destroyed.

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The vessel loaded grain at the old silo. The pier was so old it was rotten and unsafe. At the new grain silo, destroyed during the war, were installed three new cranes, capacity unknown.

Maximum depth of the water in this port was 22 feet.

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the administration of the harbor was poor; there seemed to be no proper planning.

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4. Novorossisk Harbor

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An unknown number of wrecks were noted in the northeastern section of the harbor (A, Attachment 2). The four most northerly docks were destroyed

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and not in use. They were not being repaired [redacted]

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[redacted] dock No. 5 (see Attachment 2) [redacted] was constructed of concrete, and measured 400 meters. Depth of the water six feet from the dock was 30 feet. A railroad extended along the length of this dock.

The grain elevator (B, Attachment 2) was located a short distance from the dock. Grain was brought from the elevator to the dockside on a conveyor. Approximately 1000 tons of grain were loaded in 24 hours.

Dock No. 6 was being repaired. Divers were observed working in the area. [redacted] this dock would be constructed of concrete.

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At No. 7 dock a Russian tanker was [redacted] unloading. This appeared to be a lengthy process [redacted]

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[redacted] To the west of the grain elevator were observed a number of oil storage tanks. Their number and size is unknown. (D, Attachment 2)

There was very little activity at the southernmost dock (8, Attachment 2).

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There were no signs of either shipbuilding or repair work. There was little harbor traffic. Only one tug and a number of old barges were seen. The barges appeared in poor condition. In contrast to Nikolaiev, the administration of the port appeared good.

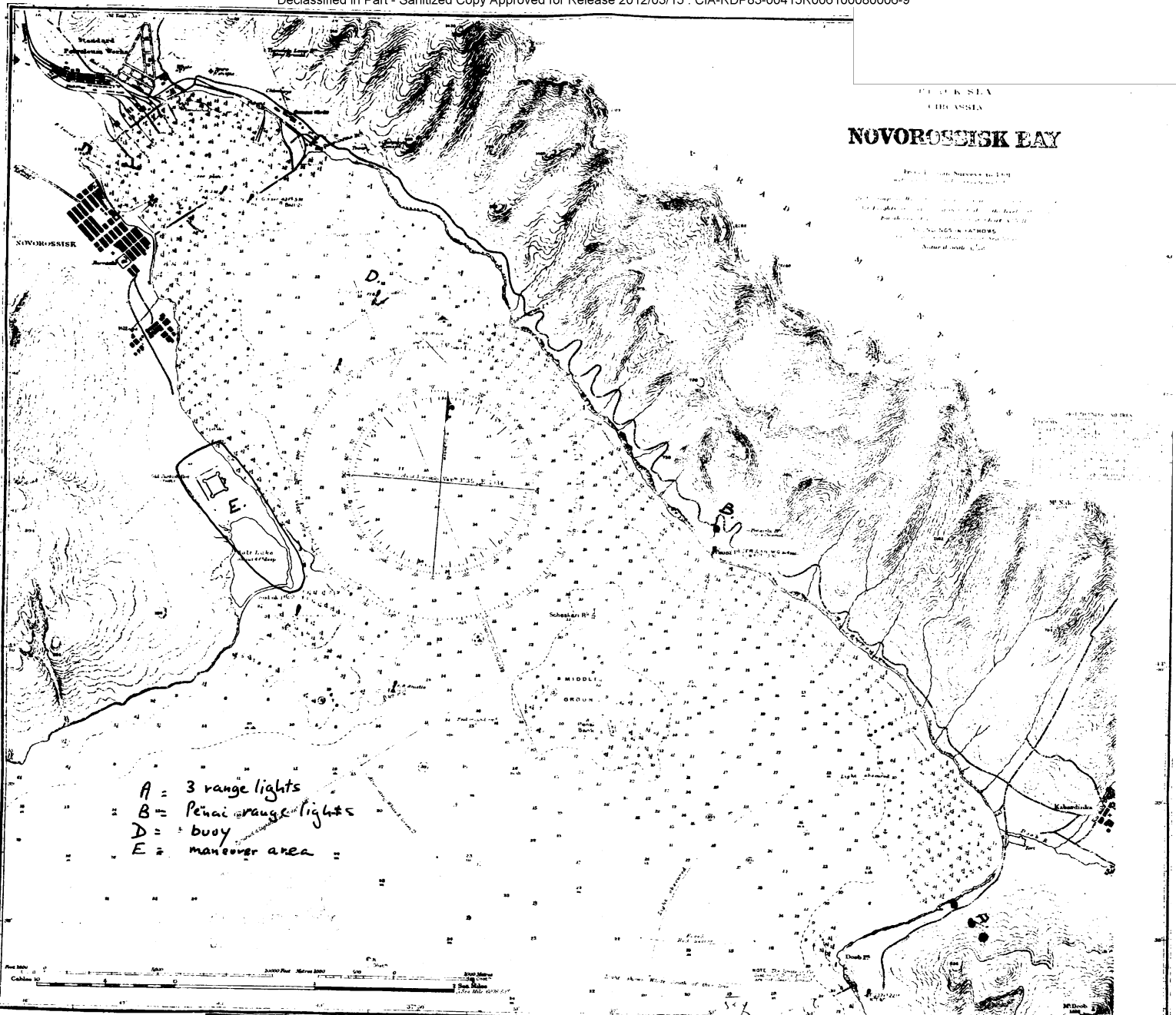
5. Military Information

Constant tank maneuvers were observed in an area south of the town (E, Attachment 1). Though the size and type of the tanks could not be made out, it appeared as if they were being tested in mud and soft terrain.

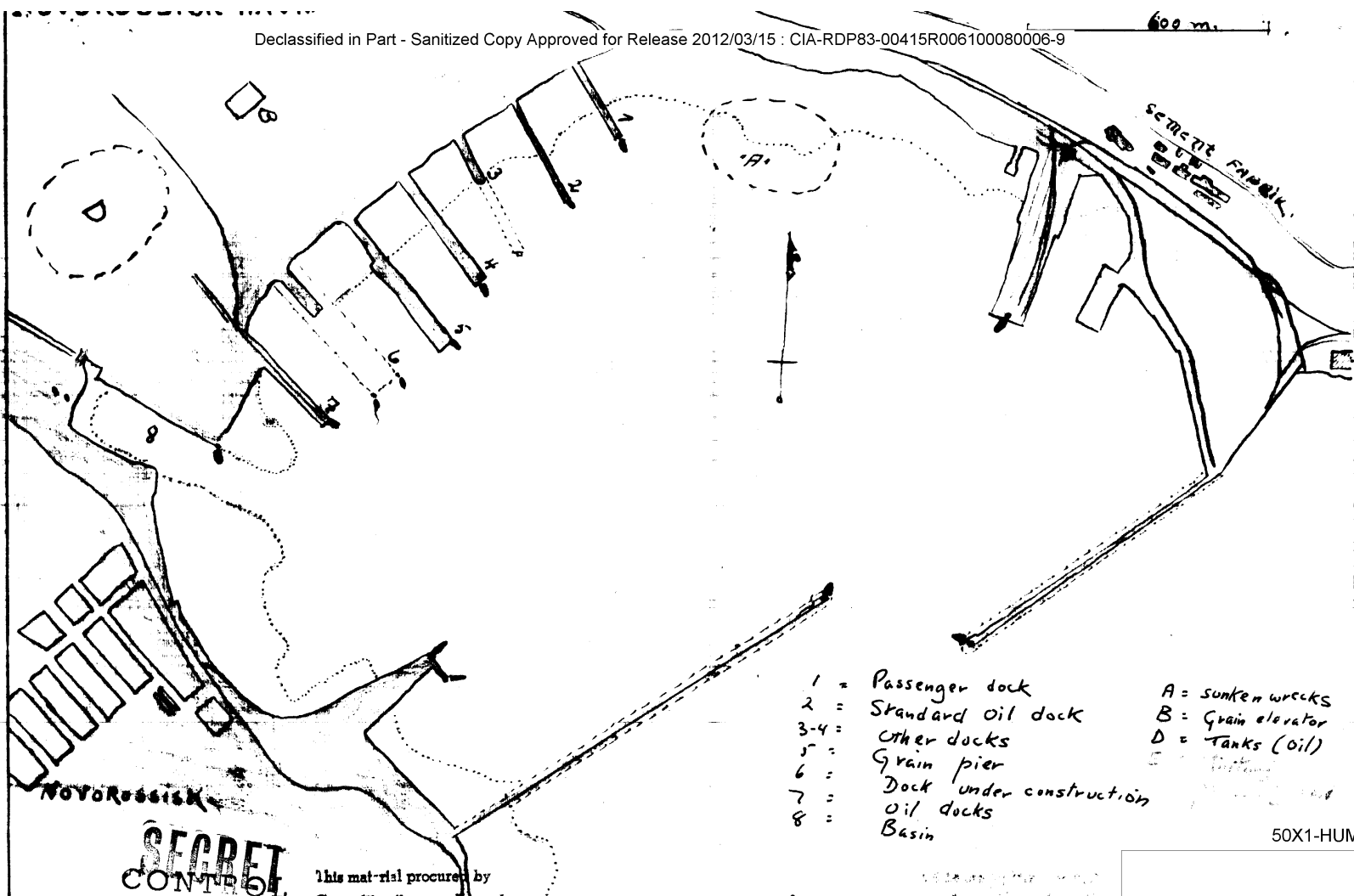
[redacted] a destroyer or corvette entered the harbor only to turn and leave almost at once. This vessel had two turrets forward, each with a single gun. The mast was placed directly aft of the bridge structure. One stack was set at a considerable angle. An unknown number of small patrol craft were observed in the harbor. These were equipped with anti-aircraft guns forward and depth charges positioned on the poop. They appeared to be of heavy construction. The bridge structure on these craft was of the open type. It was impossible to estimate their speed.

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2. The four northernmost docks (1, 2, 3 and 4, Attachment I) were destroyed. No repair work was under way [redacted]

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[redacted] the arrival of a Russian vessel [redacted] was given priority [redacted]

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[redacted] the maximum loading capacity was 200 tons per hour. [redacted]

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[redacted] Length of the grain dock was between 350-400 meters. Depth of the water alongside the dock was about 30 feet. [redacted]

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3. There were no indications of repair work being carried out in any of the dock areas.

There was some activity in the shipyard in the northeast section of the harbor. A small vessel was on the ways.

In the mountains to the northeast of the harbor, blasting work was in progress. A number of railroad cars were observed emerging from two tunnels. During the night lights were seen in this area. There appeared to be some concrete construction here, though it was difficult to be certain of the type of construction. Due north of this area (Y, Attachment 2) were two small oil storage tanks.

4. Other vessels in the harbor included one Russian ship of some age, approximately 4,000 tons dw. [redacted] and a [redacted] vessel of unknown tonnage that was loading grain. There were two tugs in the harbor, one somewhat larger than the other.

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5. Two motor torpedo boats visited the harbor daily. They showed a

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speed of approximately 40 knots. A patrol boat followed ships in and out of the harbor. This was described as a small open motor boat with a small gun forward.

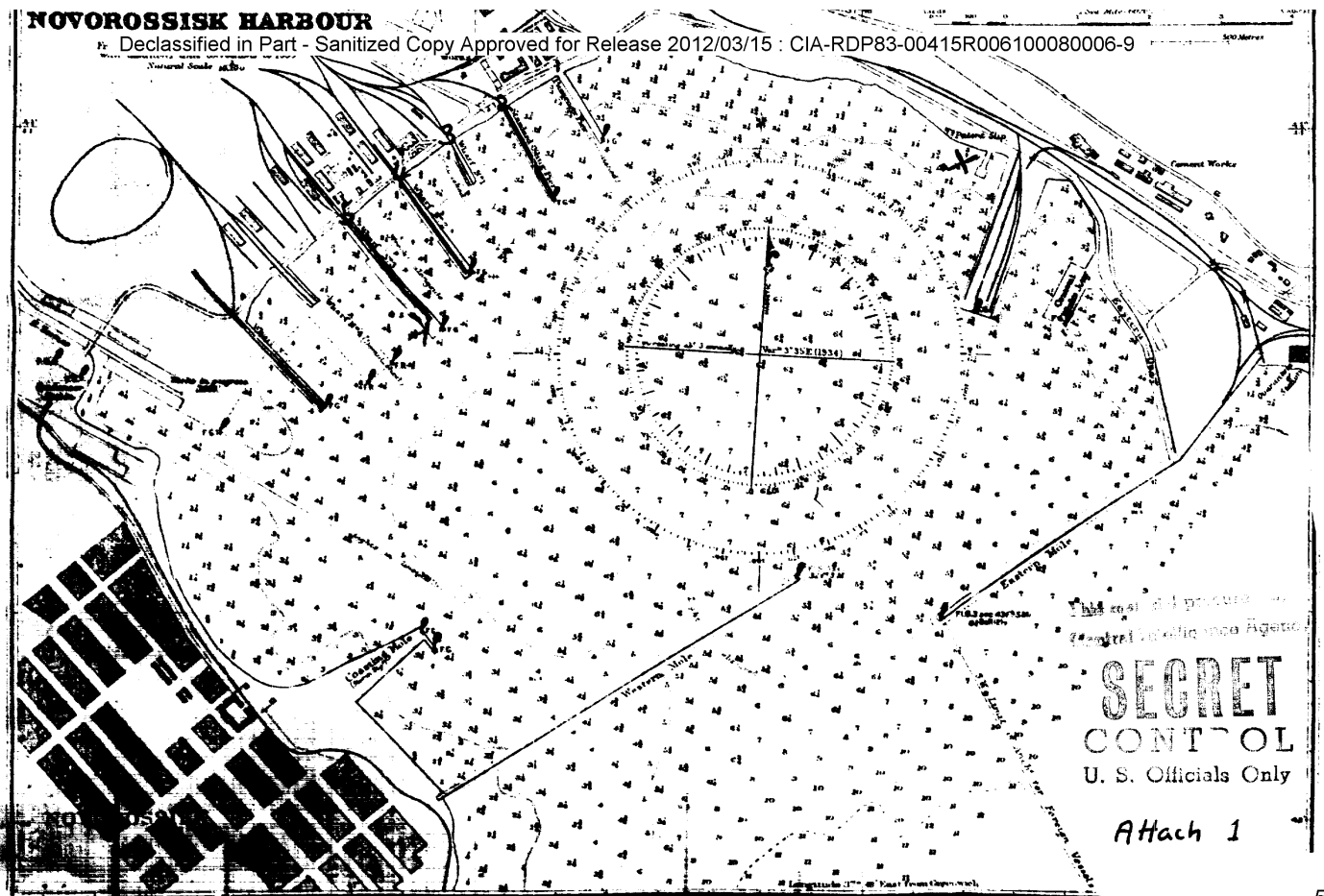
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NOVOROSSISK HARBOUR

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Natural Scale 1:50,000





BLACK SEA
CHUCASSIA

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NOVOROSSISK BAY

From U.S. Navy Survey of 1901
with additions and corrections to 1911

All bearings are true. All distances are in feet.
The soundings are in fathoms. The depth is in feet.

SOUNDINGS IN FATHOMS

Scale of Nautical Miles

STATIONS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39

Attach 2

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